

qualities being an exemplification of that which absolutely constitutes and deserves to be received as *manufacturing design*. Mr. Crabb next selected some modern French silks, and directed attention to the skilful combination of colours, the strikingly effective contrasts, and the precision with which various styles were defined and adhered to. He could not refrain, he said, from deploring the system adopted by English manufacturers of copying and reproducing French patterns, and he inquired, "Is it not extraordinary that in the course of manufacturing arrangements, a legitimate provision for design is scarcely considered essential? being treated rather as an expensive incumbrance than as contributing a final impress of beauty and usefulness; thus evincing less solicitude about the artist than the mechanic."

This apathy, he said, exists very extensively among manufacturers; and until a change takes place, men of superior and fitting intelligence will not devote their energies to manufacturing design.

NOTES IN THE PROVINCES.

A few remarks on "new churches in the country," with a collection of notes on recent erections, consecrations, restorations, &c. will be found under a separate head.—A sudden subsidence of earth, to a depth of many feet, and in an area of about 50 feet in diameter, lately occurred in the midst of an ornamental garden, in the vicinity of Birmingham, where an old coal-pit, closed for the last 13 or 14 years, had undermined the ground. The more immediate cause of the subsidence, or rather of two successive subsidences which occurred, is supposed to be the removal of a stratum of water from beneath, on the opening of a new pit adjoining. A number of tenements on the brink of the subsidence had a narrow escape, and a high wall was thrown down. The only habitation destroyed, however, was fortunately a pig-sty, and the only life lost, that of its inhabitant, the pig, which was in all probability destined to be swallowed up at any rate. The tenements remained unoccupied, a further subsidence being expected.—The Manchester Parks Committee, having effected its objects in a speedy and business-like manner, has been finally dissolved, leaving on hand a balance of 114*l.* 6*s.* 1*d.*, as "a nest egg for future contributions towards the formation of another park." The whole business has been done in one year for subscriptions and government grant, and one year for the purchase and laying out of the grounds and the completion of the whole work.—Mr. Bennet, M.P. has contributed 100*l.* to the fund in course of accumulation for the complete repair of the old parish church of Tisbury.—The new additional works of the Lincoln Gas Company are now in working order; and the quality of the gas provided by the company since the reduction of price from 10*s.* to 7*s.* 6*d.* per 1,000 feet, is said to be decidedly improved, and the inhabitants are repaying the twofold advantages thus conferred by a considerable increase in the consumption. The Nottingham Railway terminus is to be provided with 200 lights.—The works of the Yarmouth Jetty are nearly completed. "For this work," says the Report of the Standing Committee of the Haven and Pier Commissioners, "four different tenders had been forwarded to the commissioners. The lowest was 645*l.*, the next for 675*l.*, a third was 911*l.*, and the highest, which was from a Mr. Beechey, was 1,180*l.* The commissioners selected the lowest, but the person who had sent in the tender was not able to procure sureties for the due completion of the works, and it was consequently offered to the next lowest, Mr. James Chapman; but he afterwards declined doing it at less than 800*l.* In consequence of this the committee requested Captain Smyth, the harbour-master, to attend upon them, and give his estimate of the works. Captain Smyth did so, and his estimate was 715*l.* 5*s.* 6*d.* Mr. Teasdale also, then deputy-engineer, gave in his estimate, which was 694*l.* The consequence was, that the commissioners determined to purchase their own timber and other materials, and to contract only for the labour, and the whole was done within the estimate." The jetty has been carried out 60 feet further into the sea. The commissioners agreed to the formation of the Norfolk railway-bridge at

Yarmouth Harbour, which we recently noticed. In deepening Breydon, 63,000 tons of soil have been already removed. The cost of deepening to the extent of 18 inches will be 2,700*l.*—The Hull town-council have again taken up the subject of new markets, which they had voted down. The corporation-surveyor, Mr. David Thorpe, has been instructed, by vote of the council, to prepare plans and estimates, which will be ready in six weeks or two months.

RAILWAY JOTTINGS.

A machine has been invented for registering the velocity of railway trains during each half mile of their transit, with the length of stoppages at stations, &c. It is even expected, somehow, that this vigilant spy will be often able "to assign correctly the nature and cause of an accident" which may happen during the transit; though, itself, slyly ensconced "under the seat of a railway carriage," where it is to be ever busily engaged in writing, or "marking on a strip of paper," all that may transpire.—The directors of several companies, it is rumoured, contemplate the adoption of the liberal and considerate practice of the French in providing for the comforts of second class travellers, by lining, padding, and supplying their carriages with cushioned seats, glass windows and lamps. Surely the third class cattle pens on many lines will never stand in the face of such an improvement. Should not the present second class be thereupon handed over to the third?—A renewed attempt is being made to convert the Regent's Canal into a railway. Sir Peter Laurie, in exciting the Marylebone vestry again to resist the attempt, assured the vestry, that "if it was allowed to be carried into effect, it must pass under the newly erected church in Aberdeen-place, and also under Alford Lodge, the foundations of which would be entirely destroyed thereby."—The evidence adduced before the Metropolitan Railway Termini Commission has been printed, but the mere minutes of the mass monopolize 264 folios of space, the appendix 44 more, and the index itself 66 and upwards.—The Ipswich and Bury line it is expected will be "ere long" opened, notwithstanding obstacles, amongst which, besides those especial ones already more than once notified to our readers, we observe "a scarcity of journeymen bricklayers," want of timber, and local contentions regarding the position of bridges. As to the difficulties in the construction of the embankment at Stowmarket Morass, "it was reported in the early part of the present week (now past) that the new surface was again sinking, but this does not appear to be the case, and no apprehensions are entertained that the difficulty is not overcome."—It is stated in one of the accounts of the destruction of the viaduct of Vierzou, that, only two days before the disaster, the engineer-in-chief of the government wrote to the directors of the centre railway, stating that he had just examined it, and could pronounce it to be then in so solid a condition that nothing could affect it. The cost of this viaduct to the government is stated to have been at least thirteen hundred thousand francs.

It appears that at least a few threads of the ideal tissue of telegraphic wires with which the metropolis is to be interwoven, are to be in earnest, forthwith prepared by the Electric Telegraph Company, who mean to establish a central telegraph station at the Company's Depot, in the Strand, by means of which, communication will be established between that one point, as the centrum commune, or brain proper of the country, and its various extremities. The South Western extension will be first struck out along the Waterloo-bridge and road, by Kennington-road and lane, to Nine Elms. Its completion is anticipated in course of three months, but the wires will not be run out on the other lines for a much longer period. The Government have even caught the infection, it is said, and have directed the Company's officers to report upon the practicability of extending the "main" telegraph to the principal depôts of the Government.

HOLBORN HILL.—We have received several communications on the means of overcoming this difficulty, and will consider them.

RIGHTS OF ARTISTS.

SIR.—In discussing the Hyde-park-corner absurdity, too much stress cannot be laid on the moral wrong done to Mr. Burton. No sooner is a line of railroad projected than we are deafened with the shrieks of landed proprietors, the alarm whistle of vested interests. The rights of private individuals are jealously guarded, and compensation granted for what often turns out to be a benefit instead of an injury. No such consideration is evinced to the artist; his designs are seized upon, added to, curtailed, altered in any way that suits the caprice of a committee, without the slightest apparent consciousness, on the part of the perpetrators of the act, or the public, who witness it, that there is any right or wrong in the matter. With the merits of the statue we have nothing to do, it is with its position that we quarrel; so long as it is allowed to degrade Mr. Burton's arch into a mere pedestal, the feeling of outraged justice will, in every well constituted mind, outweigh even that of offended taste.

Let us labour to impress on the nation that the works of the poet, the painter, the architect, offspring of man's head and heart, produced at the cost of thought, study, and self-denial, such as the world can never know, are property at least as sacred, and no more wantonly to be tampered with than houses, lands, or the Three per Cents.—I am, Sir, &c.,

Oct. 31.

M. R. W.

DWELLINGS FOR THE WORKING CLASSES.

THE houses built at Birkenhead, under the directions of Mr. C. E. Larp, for the dock labourers, are now completed, and have been visited by Lord Morpeth and others. The *Times*, giving an account of them, says, "The buildings are four-storied, of red brick, with light sandstone window-cills and copings. Their external aspect would suggest to a Londoner the idea of a block of buildings constructed for professional persons, for an inn of court or Chancery, and, with little addition and variation of ornament, they might match with the new hall of Lincoln's Inn. They are, in fact, flats or sets of chambers, consisting of two sets on each floor. Each set consists of one living room and two sleeping rooms. The floors are of arched brick. The living room is floored with a hard Welsh fire-brick tile; the sleeping-room floors are boarded. The staircases are of stone, with iron balustrades. The flat brick arches of which the floors are constructed, are tied together with iron ties, and the whole building is fireproof.

The most important points of improvement are, however, those in which some principles of the sanitary report in respect to the means of cleansing and ventilation for the working classes, are carried out. Each set of rooms is furnished with a constant supply of water, and also with sinks for washing, and a water-closet, and means of communication with a dust shaft from the whole set of chambers, by which all dust and ashes might be removed at once from the apartments without the necessity of the inmates leaving them."

"The sinks in each room were trapped with bell-traps, as were all the openings to the drains and the gully-shoots in the paved courts and thoroughfares. A constant supply of water was secured, the house-drains were well flushed with water, and cesspools were entirely abolished."

"The rents charged were from 3*s.* 6*d.* to 5*s.* each set, according to its position. But this included a constant supply of water, and the use of one gas-burner in each set of rooms, and all rates and taxes, and moreover two iron bedsteads, and a grate with an oven, and convenient fixtures."

Mr. Chadwick, who was one of the party, whilst expressing his warm concurrence as to the advance made, stated his opinion that further improvements might yet be achieved, especially in the mode of warming and ventilation. The ventilation was at present with cold air, which all experiments showed the inmates would in winter time try to stop, and succeed in doing so. The egress of vitiated air was, to some degree, dependent on the perception and care of the inmates. He considered that the ventilation must be self-acting, and that in such a range